NAVAL RESERVE PLANS.

THE MOVEMENT MEETING WITH FAVOR.

HOW THE SCHEME IS BEING PUSHED-OPINIONS OF SOME OF THOSE MOST IN-

TERESTED IN IT. The project of establishing a Naval Reserve by utilizing yacht squadrons and merchant marine has attracted widespread attention and a desultory discussion on the subject has been going on in the newspapers for a year or more. The only quarter in which this movement has yet taken effective shape is in the State of Massachusetts, where a bill to establish Naval Militia was passed at the last session of the Legislature and went into effect in October. A bill known as the Whitthorne bill, designed to secure the

co operation of the National Government, is now pending in Congress, and it is intended by those interested in the movement to introduce a measure to put the plan upon a practical footing in the next Legislature of this State. The Board of Trade and Transportation has taken the subject in hand and appointed a committee of five to consider the question. It is made up of the following: Aaron Vanderbilt, superintendent of the Ward Steamship Line, chairman : General Edward L. Molineaux, William Krebs, Captain Ford-inand P. Earle, and Thornton N. Mottey. Mr. Vanderbilt and General Molineaux are now engaged in perfecting a measure to be introduced at the next

session of the Legislature. To aid them in their work, as well as to ascertain the prevailing feeling in regard to the matter, the committee have sent letters to regular army and militia officers, United States naval officers, sea-captains, yachtsmen, public officials and men who can add anything of value to the mass of expert opinion they are endeavoring to collect. The replies already received number about fifty. Among those who decline for various reasons to give their views are Chauncey M. Depew and W. K. Vanderbilt. Those who have the matter under consideration and who promise to furnish their opinions hereafter are: Chief-Engineer George W. Melville, United States Navy; Robert Craig, for Chief Signal Officer Greely; Johnston Jones, Adjutant-General of North Carolina; D. H. Hastings. Adjutant-General of Pennsylvania; C. F. Russell, Consul-General at Liverpool; General Horatio C. King, and E. A. Cruikshank, president of the Real Estate

Exchange.

Most of the letters, however, are outspoken in favor of a Naval Reserve. Some of them come from Adjutant-Generals Elisha Dyer, jr., of Rhode Island, C. P. Chapman, of Wisconsin, Richard R. Kenney, of Delaware, W. L. Bonham, jr., of South Carolina, Charles H. Cramp, Edmund C. Stanton, Charles Watrons, C. H. Leiand, Chester W. Chapin, and Hugh L. Willoughby, of Philadelphia. To the friends of the movement one of the most interesting letters is that of Adjutant-General Dalton, of Massachusetts. After clearly stating his reasons for the need of a Naval Reserve he says:

After clearly stating his reasons for the need of a Naval Reserve he says:

1 am of the opinion that the Naval Militia should be organized and controlled by the several States, as is now the case in the active Volunteer Militia, but that the general Government should lend its aid in furnishing arms and equipment, and in providing vessels of war for the drill and instruction necessary to render the force effective in time of need. The folls heretefore introduced in Congress do not fully meet the approval of those most deeply interested in this matter, as it is not thought best that the commissions should issue to its officers by the President, but from the Governors of the States, otherwise discuss one might arise between the land and naval militar to the detriment of both. The naval contingent from the States should not be made distinctive under United States should not be placed beyond State control. Therefore, it would seem best to organizes such force under State legislation the general Government providing the arms and equipment, with opportunities and facilities for instruction, and when required, it could be rendered available to the Nation in the same manner as now provided for the calling into services of the militia. Massachusetts has already received permission to use the receiving ship at the Boston yard, with its armament. I have to say in conclusion that in my opinion much time may be gained by State action, as it is not probable that anything will be done by Congress at its present short session and, should action be taken heregiver, the State organizations already frinci would of ourse come under such laws as may be enacted for thair government.

Eser-Admiral F. A. Roe has a plan of his own

Rear-Admiral F. A. Roe has a plan of his own

Rear-Admirai F. A. Roe has a plan of his own which he outlines as follows:

A State training-ship should be maintained at Portland, Boston, New-London, New-York, Philadelphia, Ealtimore, Norfolk, Charleston, Mobile, New-Oreans and San Francisco. They should be built and maintained and equipped by the several States, under the superintendence of a naval construction and built for ships of war. The Federal Government should supply the batteries of, sar, two six-inch breech-loading guns, with subsidiary harteries of revolving and rapid-firing guns. The Federal Government should supply the rations, four watch officers, lieutenants, and executive lieutenants, one lieutenant commander, a captain one assistant paymaster, one assistant surgeon, and two good seamen for each vessel. The crews should consist of about 100 or 110 men, enlister for two years, of ages from sixteen to twenty-five, without any educational limitations whatever they are all to be enrolled, when discharged after two years service, as the Naval Reserve of the United States. The crews of these State vessels will be instructed in reading, writing and the ground rules of arithmetic, and no more. They will be dilled in all respects like men in the regular Navy. These ten ships after a little will turn out a greater number and the system can be expanded.

Letters of inquiry were also sent yesterday to President-elect Harrison, Levi P. Morton, and James G. Blaine. The subject will come before the Board of Trade and Transportation at their meeting on Wednesday.

DYING IN A BOWERY HALLWAY.

A MAN WHO HAD BEEN A SOLDIER AND A NEWS-PAPER WRITER RUINED BY DRINK.

A man, who had been known in liquor stores and lodging houses along the Howery as the "Major," stumbled into the hallway leading to the photograph gallery over Eisemann's liquor store at No. 204 Dow-ery, at about 7 a. m. yesterday, and died there. He had been drinking bard, and his death probably resulted from alcoholism. His name was Rush R. Brawley, and he was an old "Bowery Boy," although he was well educated and came from a good family in Pennsylvania. In the war he was major in a volun-teer regiment, and after the war he was an assistant paymaster in the Navy Department and a Provost Marshal at Washington. Then he went into the hotel business, and was said to have had nearly \$100,000 at one time, but habits of drink ruined him. For a time he wrote for newspapers in this city, but he sank gradually to be little better than a tramp. At the time of his death he was about fifty-five years old. One of his brothers was said to be F. W. S. Brawley, a lawyer in Chicago. After his body was carried to the Mulberry-st. police station, a man said that Brawley had been in the employ of Anthony Comstock as a de Mr. Comstock went to the station and recognized the body, but said that he had not employed Brawley. At the lodging-house No. 262 Bowery he was a regular lodger last summer and until September 18. It is not known where he had lodged since that time. His body was sent to the Morgue.

DISCUSSING VOLTAIRE AND HIS AGE. Notwithstanding the fact that the lecture was delivered in French, a large and appreciative audience gathered in the east betweenom of the Law School building of Columbia College yesterday morning, to hear Professor Guillaume A. Scribner discuss "Voltaire and his Age." The speaker first showed the influence of Voltaire on his own times; how by his genius and indefatigable energy, he managed to abate the prev alent vices and prefudices in a great measure. He continued: "He secured tolerance for all sects in France. His philosophical works, together with those of his great contemporaries, Moniesquice, Raynal, Diderot and Rousseau, had a great influence upon the welfare of America, by making the colonists alive to their needs, and kindling in them a thirst for freedom. eral opinion that the tariff would be maintained. " When America had acquired her own in lependence. a counter current swayed the destinies of France itself. The companions of Lafayette, returning to France, tion is looking better, and strong hope is entertained strengthened in the French minds the lessons taught by such men as Franklin and Adams, and brought about the French Revolution, which consecrated and also strengthened the new order of things in this country,"

GOOD WORK OF A CONVALESCENTS' HOME. The All Saints' Convalescent Home, at No. 521 East One-hundred-and-twentieth-st., celebrated lis first anniversary yesterday afternoon. The Home is under the care of the Brothers of Nazareth, and was formally opened just a year ago by Eishop Potter. Erother Gilbert, who is at the head of the institution, said in his report that eighty-one convalescent men and buys had been cared for during the year, and that the home had fully demonstrated its usefulness. The anniversary address was delivered by the Rev. George R. Van De Water, of St. Andrew's Church,

RUMORS ABOUT A COLLISION DENIED.

A rumor was in circulation at the Maritime Exchange yesterday that the National Line steamer France and the steamer Brooklyn City had come in collision off Fire Island on Friday night. At the office of the National Line the rumor was said to be without foundation. The report had reached them early in the day. They had investigated the matter, together with the owners of the Brooklyn City, and had found nothing trustworthy in the rumor. There was no probability of such a collision, it was said, as the France salled on Friday, several hours in advance of the other steamer. She is the faster steamer and would have passed Pire Island early in the day.

Tate is now made a special tarid will be issued.

Galveston, Tex., Dec. 8.—Judge Don A. Pardee, ber for the week is now cases is 100.

RAILROAD INTERESTS.

STILL URGING COMBINATION. THE CLEARING HOUSE PLAN NOT YET ABAN-

DONED BY CHICAGO MANAGERS. Chicago, Dec. 8 (Special) .- "The Railway Age," which reflects the view of the railway managers, 's still urging the "clearing-house" plan as a solution of the present difficulties, and says to-day: "The railway managers are seriously and earnestly endeavoring to avert the threatened ruin of the great properties which they represent, by dev sing some plan through which all may unite for the maintenance of rates, and the opinions of newspaper writers who have neither pecuniary interest, practical experence, nor even theoretical knowledge concerning the great questions involved, have no weight with them whatever. It is not a

matter of newspaper opinion, as in a political controversy, but a question of the salvation by practical bustness measures of enormous interests from ruin, which would bring tremendous disaster upon the whole coun try. The proposed clearing house plan is still under consideration and appears to many managing officers to be the most feasible arrangement at present offered. There are others who fear that it does not go far enough to be fully effective, and they are endeavoring to study out how it may be strengthened. We have authority for saying that the heads of all the companies interested in the proposed plan are earnest to see rates restored and maintained and are willing and anxious to co-operate in any practicable movement for this purpose. One president, who has been conspiccited by newspaper correspondents as opposed to co-operation with other lines in the matter, stated to the writer that he would agree to anything that would reach the desired end and ex pressed himself willing to have the fixing of rates placed in the hands of representatives of the General Government-say the Interstate Commerce Commission under legislation by which proper traffic agreement should be not only permissive, but, when made should be binding. A great wrong to all interests is done by that portion of the public press which persistently seeks to excite prejudice against any and all railway agreements. The conductors of these journals can-not realize the gravity of the situation nor understand agreements. The conductors of those Journal stand not realize the gravity of the situation nor understand that in recklessly inviting railway bankrupter they are showing themselves enemies to every commercial and industrial interest. Happily these journals do not represent the intelligent and substantial interests of the country. They do not represent the shippers who pay the railway charges and to whom stability of rates is of the sinst consequence and they do not represent the thoughtful well-informed and fair-minded men in public life, State and National. In endeavoring to avert certain disaster to the railways and all other interests, the railway managers have the sympathy of the best classes of every community and we believe that Congress and the State Legislatures will soon be ready to legalize and to sustain any reasonable method whith the railways may firely agree upon for putting an end to the existing demoralization and establishing and maintaining fair and reasonable rates. The report of the Interestan Commerce Commissioners who have made serious and thorough study of the great problems involved is an encouraging indication of what is to be hoped for from the fair-minded portion of the public."

COMING RAILWAY CHANGES IN CHICAGO, THE YERKES SYNDICATE SAID TO BE GOING TO SELL THEIR CABLE ROAD TO THE

CHICAGO CITY COMPANY. Chicago, Dec. 8 (Special) .- "The News" says: The statement frequently made that the Yerkes syndicate cabled their North Chicago Street Railway for the purpose of selling out, is in a fair way of being confirmed at an early date. It is currently rumored that C. B. Holmes and his partners in the Chicago City Railway Company are negotiating for the purchase of Mr. Yerkes's entire North Side plant. The story goes that during the recent visit of Messrs. Widener and Ellidas to Chicago, Mr. Holmes made an offer to the Philadelphia syndicate, which, if accepted, will result in the transfer of the North Chicago Street Railway to the Chicago City Railway Company. The difference between the price offered by Mr. Holmes and the figure placed on the property by the Philadelphia syndicate is said to be \$500,000. It is

Pittsburg, Dec. 8 .- Another big fight among the rai roads is likely to develop, regarding the paying of commissions on tickets. A meeting of the passenger department of the Central Traffic Association is to be held in Chicago next Tuesday, and the most important matter that is to come before the meeting is the paying of commissions. There have been variis rumors affoat about commissions for months past and these will be investigated. Originally the Traffic Association decided that none of its members should pay commissions nor sell tickets over connecting Western lines that did so. This resulted in the well-remembered so-called "boycott" of the Western lines about two years ago, in which the Pennsylvania Company was said to be the prime mover, though the pany was said to be the prime mover, though the officials of that company explained that they were doing no more than what the many other members of the Traffic Association were expected to do. Since then a number of roads, it is said, have brosen the agreement, and at the meeting next week an effort will be made to enforce it. In speaking of the matter to-day, a prominent raffroad official said the matter would probably be referred to the executive officers of the different roads, and after that to the passenger department of the Traffic Association, which will probably outline what course its members shall pursue.

THE READING'S MOVE AGAINST THE B. AND. O. Philadelphia, Dec. 8 (Special).—Prominent grain shippers here say that Philadelphia is being ruined as a grain shipping point by the action of the Reading Railroad in advancing from \$3 to \$5 its charge for carrying Baltimore and Ohio cars to the Port Richmond grain elevator. The payment of this rate, which is known as the switching charge. due to the fact that the Baltimore and Ohio Road has, as yet, no grain elevator of its own in this city has, as yet, no grain elevator of its own in this city. The Baltimore and Ohio people say that this move on the part of the Reading would not prevent them, from continuing to develop their grain ousiness, although there seemed to be no guarantee against a still further increase, which would snit them out, "It means," said one prominent officer of the road, "apparently, that we will not be met half way by the Reading company. It would be natural to suppose that a reduction in switching charges might be made in view of the increased braille which we furnish; instead of that we have to submit to ar increases. Still, it is our determination to light for this business which we are trying to develop. If necessary, we shall erect an elevator of our own."

NEW TARIFF RATES GO INTO EFFECT. In accordance with previously received instructions he Eastern agents of the Southwestern railroads yesterday put tariff rates into effect, a practical advance from previous rates of 20 to 40 per cent. Inquiry among the Broadway offices revealed a gen-Nothing new was developed in trunk line circles, but it is understood that the passenger rate situa-

of an early improvement. A meeting of the passenger chiefs will be held this week, it is expected, to see if rates can be stiffened.

MISCELLANEOUS RAILWAY INTELLIGENCE. Chicago, Dec. S.-A dispatch was received from Memphis last night saying that a rumor was affoat there to the effect that R. Dudley Frazer, Samuel Tate, ir., and F. H. White had come to this city for the purpose of negotiating the sale of the Memphis street car lines to a syndicate of Chicago capi talists headed by C. E. Holmes, of the South Side Railway Company. The Memphis men above mentioned were found at the Palmer House. Mr. Frazer seemed to be greatly surprised when questioned on the subject. He declaimed all knowledge of the matter but said that there was some talk of Mr. Holmes obtaining a footing in the street railway line in Nash-

taining a footing in the street railway line in Nashville, and that several capitalists from that place
were now in the city looking after their interests in
that direction. Mr. Holmes would neither affirm nor
deny the report.

The Western Classification Committee, which has
been in session in this city for the last two days,
has completed its work, several hundred changes
in the classification were made, most of them of
minor importance. The most important were: Petroleum and its products in car-loads are taken out
of the regular classification and provided for ov commodity tariffs. The same action was taken regarding
hard humber. This is due to the frequent changes in
rates on these articles, which necessitated constant
changes in the classification. Whenever a change in
rate is now made a special tariff will be issued.

Galveston, Tex., Dec. 8.—Judge Don A. Pardee,

ssued ah order relieving Nelson S. Eaton and James Rintoul from further duty as receivers of the Houston and Texas Central Railroad, and creating Charles Dillingham sole receiver.

Billingham sole feeelver.

Bath, Me., Dec. 8.—The directors of the Knox and Lincoln Railroad Company organized to-day, electing John T. Berry, of Rockland, president, and John G. Richardson, of Bath, clerk. William L. White Waste-elected superintendent; F. H. Low, treasurer; William B. Ludwig, roadmaster; and Charles L. Turner, master carbuilder.

A BARGE LINE FOR HEAVY FREIGHT. Pittsburg, Dec. 27 (Special).-Some of Pittsburg's heaviest capitalists are interested in a proposed barge line to compete for Western and Northwestern heavy freights. On Thursday next there will be offered for who died a short time ago at the Fifth Avenue Hotel, New-York. The new company will bid for such of this property as it desires. Captain Gray made his fortune out of his fron line Shortly after the sale the new company will receive all kinds of freight for points along the Ohio, Mississippi and Missouri Rivers. Traffic arrangements will be made with Western railroads, which will receive consignments at St. Louis and carry them to inland points. Fast time is to be made and the difference in time will be offset by the difference in rate. The new company will arrange with the "Diamond Jo" line of steamers running between st. Paul and St. Louis for

vania. The ore from the Lake Superior mines is to be taken to St. Paul, where immense ore docks are to be built. At present the ore comes by the lake route and the reloading will be obviated. Alabama and Tennessee ores will be brought to Pitisburg for the first time by this new line. DISCUSSING LICENSE FEES.

transportation of all the Northern iron ore used in

numerous furnaces of Phitsburg and Western Pennsyl

A RESOLUTION THAT CLUBS WHICH FURNISH

LIQUORS MUST HAVE LICENSES. Friday's session of the Commission for the Revision of the Excise Laws, providing that clubs which furnish liquor to their members must pay a license, was terday. Mr. Kruse, in supporting it, said that he offered it not because be thought that clubs now sold unlawfully, though he did believe so, but that he had in view the fact that in some parts of the State men who wanted to drink, got together and organized what they called a club, the sole and only purpose of which was to get drink. He believed that a special feature in the law would prevent such cases. also believed that any clubs which furnished liquor to their members were liable under the law, and should pay licenses.

Dr. Crosby said that he did not believe there was a respectable club in New-York city that would not be glad to pay a license, and Mr. Rollins said the same thing. Though they did not like to put themelves in the attitude of liquor-sellers when there was no provision in the law requiring them to pay a iceuse, he thought that if there was such a provision they would all be glad to pay. The resolution was then adopted unanimously. Commissioner Thomann then asked leave to make a personal explanation, and in reply to a comment which had been made at a previous meeting on the fact that the brewers had not appeared before the commission, stated that the brewers preferred to rely upon the wisdom and discretion of the commission, and did not wish to burden it with suggestions. He also denied that whiskey was an honest drink while beer was an insiduous one, and quoted statistics to prove that heer was comparatively

harmless when compared with whiskey.

The question of the amount of license fees came up, and it was found necessary to change the hotel classification somewhat. The new classes are to be known as hotel-restaurant and hotel-saloon licenses. The first class gives the privilege of sale with meals and in the private rooms, but no bar; the second adds the privileges of a public bar. Each class is divided into two classes, one for the sale of all kinds of liquors and the other for fermented liquors we organize the license fee should country or not, thus giving excise boards no discretion in the matter. It was also voted to make a distinction between city and town licenses be harded as seen as the Construction Company and the profit which has attended its operations in other cities, and as the Construction Company and the philadelphia syndicate are practically one concern, the presumption is that the property was intended to be sold as soon as the construction profits were apran, and the presumption is that the property was intended to be sold as soon as the construction profits were syndicate in Philadelphia, New-York and other East-ern cities.

"It is also well known that the Holmes syndicate is rapidly purchasing street railway property in other is rapidly purchased by this monopolistic copporation, and it begins to this plan the controlled by this monopolistic copporation. The public will increase in the controlled by this monopolistic copporation. The public will increase in the controlled by the controlled by the controlled by th It was then voted that the license fee should to take the vote yesterday, but it was evident that this plan met the approval of a majority of the bourd, and it seemed probable that it would be adopted. A similar informal discussion developed the following scale for beer licenses in the cities: For the first year \$80, for the second \$100, and \$10 additional cach year until \$150 is reached. This scale is also thely to be adopted. The Commission then adjourned until to morrow morning at 10:30.

MORE EVIDENCE AGAINST THE "BADGERS." Inspector Byrnes told the reporters yesterday that he had secured a little additional evidence against Edward Meredith, the man who shot "Phil" Daly after planning to tie him up and rob him to the flat at No. 406 Fourth ave. When Meredith was arrested, he detectives found three cartridges in his pocket and concluded that he had pawned the revolver with which the shooting was done. On Friday they found the weapon in an uptown pawn shop, and in the evening the pawnhooler went to Police Headquarters and Identified Meredith as the man who had pawned it. Meredith had procured \$2.50 from the broker on the pistol.

the pistol.

The evidence in the case will be presented to the grand jury on Monday or Tuesday. Assistant District Attorney Lindsay, who prepares the indictments for the grand jury, says that the formal charge will be for an attempt to commit robbery in the first degree. If convicted on that charge the defendants could be sentenced to imprisonment for a term not exceeding ten years each.

IS THERE A SCHEME TO FORM A SALT TRUST? The news was published in this city yesterday that the Pitisburg Salt Company has leased all the salt territory about that place, and the entire sait-yielding ground of Ohio. It was stated that the belief was hat this would have the effect of causing the Gallipolis, Ohio, companies to sue for admission into the Pittsburg syndicate, and that they will be followed by Michigan and New-York companies, with the result of placing the entire salt industry of the country inter the control of one great company. The leading saft-dealers of this city, so far as they could be found yesterday, did not appear to be profoundly impressed with the importance of the story. Many of them, having taken advantage of the Saturday halfholiday, were not to be found at their offices. The secretary of the New-York and St. Domingo Salt Company, at No. 32 Lifterty st., said that he had not heard of the report, knew nothing about it, and was not interested in it, as their mines were not in this

At the office of the New-Iberia Sait Company, No. 70 Broad st., the reporter was told that the company had heard nothing of the proposed syndicate. had not been invited to join it, and did not know of any companies that had. They thought the dealers would be willing to do most anything in order to would be willing to do most anything in order to make more money, for they had bard work to make a living now. Such a plan would require the cooperation of every concern in the country to be a success, for if one stayed out and cut under the prices of the syndicate, it would prevent its being a success. The manager of the Wyening Salt Company, at No. 205 Duane st., took little stock in the report. "They exinct get central of the Warsaw field," he said, which is of more importance than any they have control of. I don't think it will amount to anything."

TRAINS DELAYED ON THE HARLEM RAILWAY. Hundreds of men who live out of town and have roads to bring them to this city, and the delay of a few hours like that which occurred yesterday on the Harlem Radicoad causes Considerable annoyance.

Trains run from Torkahora and White American School Control of the Particular Scale on Address Call on Address Trains run from Tuckahoe and White Plains every halfhour or oftener, beginning at 5:30 a. m. On Saturday the travel is greater than usual, because many women come to town for shopping and marketing. Yesterday there was a long delay, and many people gathered 20 for the first train that got to the Grand Central Station. That train came from Tuckahor, the next train came from White Plains, and then all anxiety as dispelled, and gave way to annoyance, mingled that trains resumed the even lenor of their way.

Broadway, 5th-ave. and 22d-st.

SHOE DEPARTMENT.

rmous reductions in shoe department Ladies' French Kid Boots, 83 50; were 85 50 and 86 00. Ladies' Oil Goat Walking Boots, 82 75; were 84 50. Ladies' French Slippers, in bronze, black or jet em-

Men's Silk Embroidered Slippers, hand made, \$1 99;

LADIES' COSTUMES AND WRAPS Enermous reductions in imported Costumes and Wraps. One line imported model Costumes, \$45 and \$50

One line Paris model Street and Carriage Wraps, \$20,

\$25; were \$85, \$115.

One line all-wool Dolmans, Astrakan trimmed, \$7 75.

\$10 52; were \$18 00 and \$23 00.

Imported fine Jackets, in braided and plain, \$6 50 and upward; reduced from \$8 00 and \$9 00.

Imported all-wool Colored Jackets, \$3 90; reduced from \$8 00 and \$9 00.

MISSES' DEPARTMENT

Misses' Jackets, \$2 75, 83 50; reduced from \$7 00,

e10 00.

Misses' Greichen Conts, 6 to 12 years, 54 50, 67 50; reduced from 810 00 and 815 00.

Misses' Neumarkets, 12 to 18 years, 67 50 and 610 50.

Full lines Misses' imported and domestic Suits, in one or two pieces, will be offered at 50 cents on the dollar. UNPARALLELED REDUCTION IN GENT'S FUR NISHING DEPARTMENT.

2 000 imported silk Mufflers, cream white and creat brewn, colored and plaids, 75c.; cost to import \$15 00 per 10,000 Gent's satin Puffs, in light and dark effects,

35c.; worth 75c. and \$1.00.
Full lines Gent's Dress Shirts, Walking and Driving All Umbrellas guaranteed.

LADIES' FURNISHING DEPARTMENT Choice assertment Ladies' Kid Gloves, Suede and Glace,

from 60c. to \$2.00.
Full line Ladles' merino and wool Underwear and sahmere wool Hose; suitable for holiday presents.
Unheard of bargains in Ladies' muslin Underwear.
1,500 pair French Corsets will be offered at less that

Full lines of quilted satin, cloth and finned Skirts a greatly reduced prices.

Enormous reduction in Millinery. We will offer the balance of our trimmed and untrimmed Hats at positively

FUR DEPARTMENT.

Great reduction in seal Jackets, Newmarkets, Sacques Also camels' hair, woollen and Scotch Shawls will be

SPECIAL BARCAINS IN

Closing out a manufacturer's entire stock of Fiannels Table Claths, Napkins, Towels, Sheetings, Pillow Cases Quilts, Muslins, Table and Plane Covers, at prices far below regular value. Best quality Lunch Cloths, with red and bine borders.

2x2 1-2, \$1 05; worth \$2 50. Balance of stock of Celifornia Blankets at greatly

HOLIDAY GOODS.

reduced prices.

Choicest and best assortment of Holiday Goods of every descript DOLLS: DOLLS:: DOLLS:::

Manieure Sets, Fancy Jewel Cases, Toilet and Shaving Sets, Perfume Cases, Glove, Handkerchief, Collar, Cuff, and Work Boxes; Leather Goods, Prayer Books and

Broadway, 5th-ave, and 22d-st.

Establiogea 1807 Cowperthwait

SUBSTANTIAL CHRISTMAS PRESENTS.

Fancy Tables, Easy Chairs, Pictures Statuary, Crockery, Lamps. Stoves, Parlor Suites, Carpets.

EVERYTHING FOR HOUSEKEEPING. 193 to 205 Park Row,

Between City Hall and Chatham Square, New-York.

AN ELEGANT HOLIDAY PRESENT. The Best Chair in the wide, wide world.



WITHOVER 50 CHANGES OF POSITION EVERYONE KNOWS THE MARKS ADJUSTABLE CHAIR, IT HAS A NAME OF LUXURY. THIS CUT ILLIUSTRATES BUT ONE OF THE FIFTY DIFFERENT POSITIONS OF THE MARKS CHAIR. IT IS LIVED TO BE ACCUSED TO SARTHER FORM AND SHAPE TO BE ACCUSED TO FARTHLY FORM AND SHAPE. IT IS A HOUSEHOLD GOD. IT BELONGS WITH YOUR LARES AND PENATES. YOU WILL GROW TO LOVE IT AS A MEMBER OF YOUR FAMILY. ADOLT IT TO DAY AND LET IT GROW OLD WITH YOU. ALWAYS WHEN TIRED IT WHLL SOOTHE AND COMPORT YOU.

MARKS CHAIR CO., 930 BROADWAY, Bet. 21st and 22d sts., New York.

VERESTCHAGIN'S PAINTINGS WILL NOT TRAVEL.

heard again at the galleries of the American Art Association in a talk on art. His last lecture on this topic made so much of a stir in the community that there has been an almost constant flow of applications for its repetition, or a new lecture in its place. The exhibition of M. Verestchagin's paintings and collection of valuable curiosities meanwhile draws great crowds, on Sondays as well as week days. Boston may possibly see the exhibition some months be taken to moother city. Odd as it may seem, it is next to impossible to find sufficient wall room for the great number of paintings made by the Russian artist. The galleries of the American Art Association artist. The galleries of the American Art Association in the great of the property of asking you bear Sir: Again I take the liberty of asking you present to the Senate a memorial asking for an important Association in a talk on art. His last lecture on | ing letter was dispelled, and gave way to annoyance, mingled pileations for its repetition, or a new lecture in its with a little amusement. A big, heavy train laden pileations for its repetition, or a new lecture in its with a little amusement. A big, heavy train laden pileations for its repetition, or a new lecture in its with a little amusement. A big, heavy train laden pileations for its repetition, or a new lecture in its pileations. The exhibition of M. Verestchagin's paintings with a little amusement. A big, heavy train lanen, with penderous blocks of cut stone had broken down bust over the liven bridge north of Scarsdale. The train was carrying stone for the wall which the company is building for the sinking of its tracks. Two carried the track and some of the bug blocks were thrown across the rails. That was at 5:50 o'clock, and it was some time before the way could be cleared so that trains reamed the even lever of their way. THE TYPHOID FEVER IN PROVIDENCE.

Providence, R. I., Dec. s.—Only nine new cases of typhoid fever were reported to day. The total number for the week is 120. The whole number of old and now cases is 100.

THREE CONSULAR REPORTS CANADA'S ANSWER TO "FREE LUMBER."

INCREASING HER EXPORT DUTY ON LOGS-PE-RUVIAN MATTERS-THE COMMERCE OF BREMEN.

[BY TELEGRAPH TO THE TRIBUNE.] Washington, Dec. 8.—Canada's answer to the free lumber policy of the Cleveland Administration is found in a "special issue" of the United States Consular reports published to-day, and is in these words:

His Excellency, the Governor General, has been pleased to order, and it is hereby ordered that the export-duty on pine logs be increased to \$3 per 1,000 feet, heard JOHN J. McGEE, Clerk Privy Council.

Measure. JOHN J. McGras.

November 13, 1888.

This action was foreseen by the United States Consul at Ottawa and foretold by him in a report dated soon after the "Dark Lantern" bill was published. His report was not published until several weeks after that bill was sent to the Senate. At that time the Canadian export duty on logs was \$2 per thousand. The Consul said that if the United States duty on sawed lumber should be removed the Dominion Government doubtless would increase the export duty on logs a corresponding amount. The order of November 13 is a step in that direction, but the Dominion Government took care not to issue it until the result of the Presidential election was known, lest it should have an unfavorable influence upon the political prospects of the free-trade Democratic party AFFAIRS IN PERU.

The "special issue" of Consular reports above mentioned contains some other matters of general

interest to Americans. In a long report on affairs in Peru, Consul Brent, of Callao, says:

The development and prolongation of the great railways, upon which such large amounts of money have been expended, depend upon the action to be taken by Congress regarding the proposals made by the bondholders of Peru abroad, whose capital has been employed in the undertakings, to the Government at Lima. To the gen-eral disappointment, and as the Department was duly in-formed, this proposal, known as the Grace-Aranibar contract, was not acted upon by Congress at its last session, owing to certain animalversions made against several of the clauses by the Government of Chill, and although the President, at the opening of the Congress now in session, did not refer to the contract in his inauguration message, his silence is explained by the official journals of Lima from the circumstance that as not only the Chillan but the British Government has interested itself the matter, the communication made by the Executive the Legislature, or to be made, must be of a reserved

In the same report the Consul observes: The Department has already been informed regarding the prolongation of the service of the South American Steamship Company from Callao to Panama. This organ-Steamship Company from Callao to Panama. This organization, which is mainly Chillan, is possessed of a fine feet of Clyde-built steamers, measuring in all 33,000 tons, and for the service of carrying the mails from Valparaiso to the Isthmus receives from the Government of Chill a to the Ishmus receives from the Government of Chili a subsidy of \$225.000 per annum. One of the principal objects held in view by this company is to establish regular and prompt communication with the steamers plying between Aspinwall and New-York, a matter in which the Pacific Steam Navigation Company, for so long monopoliting the coast, has never interested itself. The advantages to be derived by American residents and merchants in these countries from such an arrangement will be very considerable, and the company will be given the preference in nationars. The officers of the new line are principled in the preference in nationars. ence in patronage. The officers of the new line are prin-cipally Americans and Germans, and their attentions to passengers have made them deservedly popular. Other passengers have made them deservedly popular. Other advantages are naturally to be expected from the compe-tition now established.

THE GROWING TRADE WITH BREMEN.

Consul Locning, of Bremen, in a report on the commerce of that port, shows that the value of the imports from the United States has increased from \$22,083,250 in 1871 to \$42,881,312 in 1887, and the exports to the United States increased from \$16,607,188 in 1871 to \$20,058,175 in 1887. The imports from the United States are more than four times as great as from Great Britain or from Central and South America combined, while the exports to the United States are four times as great as to Great Britain and more than nine times as great as to Central and South America combined. The values of some of the articles imported from the United States in 1887 were as follows: cotton, \$29,610,509, an increase o more than \$10,000,000 over 1886; petroleum, \$3,443, 285, a gain of about \$300,000; tobacco, \$5,442,000 a loss of \$2,216,000; lard, \$1,244,000, a gain of \$750,000. The imports of Indian corn fell off from \$892,227 in 1886 to \$570,557 in 1887, but the imports of wheat increased from about \$48,000 to \$409,000, of flour from \$55,000 to \$155,000, and of tumber from \$150,000 to \$220,000. The imports of cotton goods declined from \$152,000 to \$69,000, but woollen goods increased from \$19,000 to \$69,000.

The Consul remarks: The Consul remarks:

The trade this year up to June 30 shows plainly the importance of Bremen as the Continental cotton market. There have been great improvements made here in the handling and storing of cotton, and I hear of no complaints this year in that regard. Large warehouses have been built and the unloading and storing has been greatly facilitated and improved. A special reduced railroad tariff on cotton has been obtained, thus enabling Bremen to compete with other Continental ports, whose water routes to the interior always placed Bremen to disadvanlocation. I can say to our cotton merchants that they will do well to direct their attention to Bremen. There has been as yet no importation of Russian petroleum into Bremen, but there is one tank steamer loading at Batoum with about 20,000 barrels of refined oil for Bremen. There is no danger to be apprehended here of Russian oil competing seriously with the American.

Out of 2,897 vessels with a total of 1,444,683 tons only one vessel of 1,270 tons carried the American flag while two ships with a total tonnage of 2,359 tons flow the flag of Greece. The total emigration via Bremen last year was 99,350 of which 96,944 individuals sailed for the United States, but 9,580 were Americans homeward bound. Of the emigrants to the United States, 34,666 were from Prussia. 19.383 from Austria-including 8,666 from Hungary and 6,793 from Bohemia-6,533 from European Russia, 7,950 from Bavaria, 5,965 from Sweden and Norway and 1,935 from Denmark.

RUSSELL'S PERNICIOUS ACTIVITY.

HOW THE CONSUL AT LIVERPOOL WORKED FOR CLEVELAND-HIS UNSAVORY RECORD.

Washington, Dec. 8 (Special).-One of the most "offensive partisans" appointed under the present Administration is Charles Russell, Consul at Liverpool. Leaving the consulate in charge of a vice-consul to collect the fees and draw the salary for him, Captain Russell returned to his home in Con-necticut; and there, at Haddam, as is charged by openly buying votes during election day. Captain Russell's record even before this exhibition of pernicious activity was such as to recommend to pera "reform" Administration for appointment. It was charged at the time, and never contradicted, that Russell was a relative, associate and legates of the late "Boss" Tweed. It was also charged that when Tweed's friends were planning his escape from prison, both Captain "Charlie" and Captain "Sam" Russell, his brother, were hovering off the city, ready to bear their friend and benefactor to a place of safety. After these boys were set up in business Tweed's money, they embarked in a line of traffic that offered the largest and most speedy returns in gold-the African liquor trade. In order better b protect certain foreign investments made with Tweed's ill-gotten gains, Captain "Charlie" took out naturalization papers in Liverpool and became a citizen of Great Britain. Captain "Sam" joined his brother there, and the two afterward conducted a successful ship brokerage business. These boys were born and raised in Raddam, Conn., their mother being a cousin of Tweed's wife. Captain "Sam," while relating his experiences on the African coast, once said:

"The natives are so eager for gin that they will sail their minerals." "The natives are so eager for gin that they will sell their wives and women for it." The last voyage that "Som" made was with a cargo of gin. The above facts were well known in Administration circles when President Cleveland appointed "Charlle" Russell to the chief consulate within his gift. But then the capitain did his best in the late election to show his gratitude to his second benefactor, who did for him as much almost as did "Boss" Tweed.

HIS POLITICS PLACED ON RECORD. Washington, Dec. 8 (Special).-Mr. Edmunds has presented to the Senate a memorial of the Rev. John Auketell, presbyter of the diocese of New-York, who desires a Constitutional amendment to provide In a week or so M. Vassili Verestchagin may be for the easetment of uniform marriage and divorce Accompanying the memorial was the follow-

No one ventures to correct anything that Senator Edmunds presents, and so the Rev. Mr. Auketell's political record will form part of the archives of the Senate.

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Invite attention to the following lines of Appropriate and Useful

10,000 DRESS PATTERNS

Of Wool Goods, Prints, Sateens, Ginghams, and Seersuckers, put up in boxes and decorated, from 65c. to \$15.00.

1,790 FINE SILK UMBRELLAS

From the workshop of one of the best makers in the United States, at \$2.25, \$2.75, \$3.50, \$5.00, \$6.50, and \$8.25, showing a saving to purchasers of from \$1.00 to \$5.00 each; and guaranteed for

10,000 JAPANESE Silk Handkerchiefs,

Embroidered, fancy, initial, and hem-stitched, at 25c., 39c., 50c., 58c., 69c., 75c., and 98c., fully one-third off regu-lar prices.

BANKRUPT STOCK OF Fine Silk Hosiery Comprising Ladies' pure Silk Hose, Ladies' spun Silk Hose, and Men's pure Silk Half Hose; in black and assorted colors. The

LACES, &c.

goods are of the highest grade, and offered at about sixty cents on the dollar.

Real Duchesse Fichus at \$2.25; worth \$3.50; and at \$6.50, worth \$10.00. Dutchesse Handkerchiefs from 95c. to \$10.00 each. Handrun Spanish Scarfs and Fichus from

\$2.00 to \$20.00 each. Ladies' Initial Linen Handkerchiefs, in Boxes of Half Dozen, at \$1.50, \$1.75,

Men's Initial Linen Handkerchiefs, in Boxes of Half Dozen, at \$1.50, \$2.10, and \$2.90 per box. Embroidered Handkerchiefs from 19c. to 99c. each.

Fancy Aprons in great variety, ALSO, Ladies' Cloaks, Wraps, and Tea Gowns, Muffs and Boas, Laces, Handkerchiefs, Hosiery, Gloves, Men's Furnishing Goods, Bath Robes, House Coats, Umbrellas, Canes, Paris, Vienna, and Berlin Fancy Goods, Toilet Articles, Stationery. &c.

48, 50 and 52 West 23d-st.

BONDS BOUGHT BY THE SECRETARY.

washington, Dec. 8.—The Secretary of the Preasury
this afternoon accepted the following bonds:
Registered 4.1-28—800,000, 840,000, 8700, at 103.
The total amount of bonds purchased to date under
the circular of April 17 is \$99,024,000, of which
\$51,396,650 were 4 per cents, and \$47,627,400 were
4.1-2 per cents. The cost of these bonds was
\$117,450,457, of which \$60,010,877 was paid for the
4 per cents and \$51,439,579 was paid for the 4.1-2
per cents.

MR POWDERLY DEFENDING HIMSELF. Philadelphia, Dec. 8 (Special).—General Master Workman Powderly left the city for Washington today. Before taking the train he said, "My enemies are shouting 'one man power' as me. If the General Master Workman has more power, it is only more power to work for the good of the order. Bafore complaining, the order should wait to see if he abuses it. Those who talk about one man power men were only too auxious to give me all power when they wanted me to build up the organization.

MUNICIPAL CIVIL SERVICE EXAMINATIONS. The following examinations to be held at the Cooper Union have been arranged by Chief Examiner Lee Philitips, of the Municipal Civil Service Board: Written examinations of applicants for positions as pack policemen and patrolmen who have successfully passed the physical tests at the grammatum, becomier 14 and 15, respectively; for attendants on the tusane at Ward's and Blackwell's Islands, December 18 and 19; physical examinations for patrolman in Poince Department, December 26, 27 and 28. Other examinations will be announced hereafter.

COLONEL CLARKSON REELECTED. Colonel Floyd Clarkson has been for the second time re-elected Commander of Lafayette Post, No. 140, Grand Army of the Republic. Colonel Clarkson is president of the Riverside Bank, and has long been prominent in Grand

DIPHTHEEIA AT THE DEATH LIST'S HEAD. At the Sanitary Bureau yesterlay Dr. Cyrus Edson rnished the following record of contavious diseases in the

Total 633 82 621 88 THE PETROLEUM MARKET.

NEWS FROM THE FIELD AND RANGE OF PRICES. The cruce market yesterday gas a an illustration of considerable strength. At the opening news was received from the new Brush Creek well, to the effect that it was flowing at the rate of lifty barrels an hour on deeper drilling. A rush was made to sell, which carried prices down to 873-4 conts, but there was good buying at the decline, which resulted in steadygood buying at the decline, which resulted in steady-ing the market, and upon an attempt to cover shorts there was a raily of over I cent. The close was quiet but strong, at about best figures. Attrice from Wash-ington County, Penn., indicate a constitute of the reads which has led to the postpotential and a acdomment of not a little new work. The range of prices and the total dealings were as follows:

Refined oil was unchanged at I place advance to

HEADS WE WIN!! EVERY DAY THEY COME;

EVERY TIME WE WIN. GRAY HAIR, BLEACHED HAIR,

Imperial Hair Regenerator

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